STORY OF PULLMAN.

Inside Pacts of the Strike Brought to

WHY THE MEN DECIDED TO GO OUT.

ction of Rent the Great Griev ance-What a Man Cau Earn.

The story of Pullman has often beer told, says a correspondent of the Boston Traveller. The independent life and character of the town; the courageous scheme that was developed in its building; the beauty of architecture displayed; the symmetry of purpose and design evolved in the construction of its vast shops; the paving and gardening of its generous acres; the arrangement of its many homes for working-men; its stores, libraries, churches, and schools; in fine, the ideality of a self-supporting community, providing every want of civilization—all this has been described in numerous articles by the magazine theorists.

But to-day these happy pictures of an industrial Arcadia seem but grim cartoons. The real Pullman is the saddest place in America. The shops are stilent, the stores are deserted, the population is organized into a mob of malcontenis, and the once peaceful grounds are invaded by a regiment of soldiers.

Such a dismal ending of a great plan proves that there are some taings about Pullman which have not been told. The present strike is bringing out some starting facts, but even these have been so metry of purpose and design evolved in

years. It has made no difference to the employees what the schedule was. The tions have been accompanied by ens of a cut in the prices paid for had little or nothing to do with the This rate of pay was originally sed upon day work, and day work was tractically abandoned by the Pullman

CAUSES OF THE STRIKE. the real cause of the strike may be clearly stated as follows: In Novem-1835, the Pullman company was aying its skilled mechanics an average cents per hour for piece-work. In r words, it was so gauging the prices owed for the different pieces of work were able to make about 25 cents per lour, or \$2.50 a day. Some of them, in-leed, could work so rapidly that they suc-

ed in earning from 32 1-2 to 35 cents hour, or from 32.5 to 82.50 a day, or example: When the company had eee of inside finishing on a parior-car

The first cut in wages came in vember, 1836, when the company announced that on and after that date it would allow no man in the shops to earn more than 22 1-2 cents per hour.
This meant a much greater reduction than it seems. It meant that the prices allowed for doing all classes of piece-work by the expert mechanics would be so fixed that no matter how hard a man worked he could not possibly earn more than \$2.25 per day. If he carned more than that amount he could not collect it. It must be borne in mind, also, that the ompany did not guarantee steady work, even upon these conditions, but fre-quently laid off the men for several lays at a time, with the statement that

the shops because they had presumed to seek the right of arbitration.

On the night of May 19th the strike was ordered, and the great fight began. Such is a brief story of the events which produced the present widespread conflict, now promising to become historic as the greatest uprising of the century.

HOW THE REDUCTION WORKED. The other afternoon at the strike head-The other atternoon at the strike head-quarters in Kensington the Traveller cor-respondent met the leaders of the Pull-man employees. T. W. Heathcote is chairman of the Ways and Means Com-mittee, or, as he is called, president of the Executive Committee. R. W. Brown and Theodore Rhode are the vice-presi-dents.

 would be \$34 per month. Now look at these figures:
 \$34.00

 Wages per month
 \$34.00

 Rent per month
 \$17.00

 Water per month
 71

 Gas per month
 2.00

 \$19.71

Balance left to feed and clothe

man who was making the best wages faid.

"I have seen hundreds of men here all winter who did not draw a cent from the company after their rent was paid. There is one man, John Bates, who not only worked thirteen months for the Pullman Company and drew nothing over his rent during all this time, but he was actually \$218 in debt to the company when the strike came on. Do you blame such men for striking? Enoch Kinyon is another who worked faithfully all winter for the Pullman managers, and owed them \$108 in the spring. He is an honest, sober, careful man."

RENTS REMAINED THE SAME. "Did not the company reduce the rents when it reduced the wages?"
"No, sir. During all the hard times.

Pullman which have not been tool. The present strike is bringing out some startling facts, but even these have been so distorted and inaccurate that the public mind has been unable to grasp the real issue involved.

The secret cause which led to the Pullman boycott has never been printed. To be sure, the grievances were many, and some of them have been correctly reviewed, but the chief complaint of the employees has never been comprehensively presented.

The pretended "scale of wages" at Pullman has been a mere formality for five years. It has made no difference to the

The Pullman Land Company owns every ingmen are permitted to gradually pur-chase their homes. This is a mistake. The only thing they are permitted to do is to pay rent. The title to the property never passes out of the hands of Pull-

man.

Rents run from 59 to 575, the first price being for the smallest two-room cottages, and the last being for the largest brick houses, which no one but a foreman or office-employee can afford to oc-

SILK IN THE UNITED STATES.

Importance as a Manufacturing Interest Attempts to Produce Raw Silk.

(New York Sun.) One of the largest among the varied manufacturing interests in the United States is the silk interest. The value of the silk, silk-ribbon, and silk-velvet product of the United States was in excess of \$90,000,000 in 1802. The number of looms days at a time, with the statement that they were too far ahead with the particular class of work in which the suspended employee was engaged.

NO COMPLAINT AT FIRST.

No complaint was made against the first reduction in wages at Puliman. The next one came in February, 1894, when the scale of prices was so adjusted that the best workman was limited to 20 cents is the best workman was limited to 20 cents.

tion to the exceptional natural advantages of California, but in respect to the manu-facture of silk, easily obtainable from China at a much less cost than freight China at a much less cost than freight charges imposed upon eastern factories, California has shown little growth, the silk product of the State for 1890 being \$266,000 against \$25,000,000 in New Jersey, \$17,000,000 in New York, \$11,000,000 in Pennsylvania, and \$8,000,000 in Connecticut. These four States are at the head of the column of silk manufacturers, New Jersey being at the top.

initiee, or, as he is called, president of the Executive Committee. R. W. Brown and Theodore Rhode are the vice-presidents.

Mr. Heathcote is one of the most experienced workmen in the Pullman shops. His trade is that of finisher of vestibule-cars, and he is not only familiar with his particular branch of the work, but his acute intelligence and lively sympathy have made him the accepted leader of the men.

"Let me show you the cruel injustice of the Pullman managers by my own experience," said Mr. Heathcote.

"I am a finisher of the palace-cars, the most particular work in the shops. In 1893 I made from \$3.25 to \$3.50 per day. Under the present scale of wages I could not and did not make, with the greatest effort, more than \$1.20 per day, and I have given my life to the learning of this trade. My wages, when this strike was decided upon, did not average over \$17 each pay-day, or every, two weeks. That

POTTER. BEATRICE

She is Now Mrs. Sidney Webb and a Beautiful Socialist.

ciple of Herbert Spencer, a Social

(Correspondence of the Dispatch.) LONDON, ENG., July 13.-The most talked-about book issued from the London press this season is a great 600-page ism," by Beatrice and Sidney Webb. The London Times says of this book:

"Mr. and Mrs. Webb's book is a masterly piece of work; and even those who utterly dissent from their underlying as sumptions cannot afford to disregard the facts and figures they have accumu-

While the Daily Telegraph is of the opinion that:

"From many points of view it deserves to be attentively considered, not only because of the conspicuous ability with facts which in the course of some 50 pages, it has epitomized. The whole subject is laid out by the authors in a mas terly and comprehensive manner."

Beatrice Webb, whose name stands first on the title-page, first became faranks of the Socialists. It is said Henry James had her in mind when he wrote "The Princess Cassimassima," and that she also inspired William Black's "Sun-

She is the youngest of the nine "Pretty Potters," as they were called in London some years since—nine sisters, all dark and handsome and the children of a wealthy Lancashire manufacturer, and of the woman who was the most intithe strikers have invariably taken the published scale of wages as the basis of calculations, when, in fact, as I have attempted to show, the scale of wages may be one thing and the daily compensation actually received bear no relation to it.

THE RENT SYSTEM.

All the houses at Pullman belong to the Pullman Land Company, and the workman who rents one of them contracts with his landlord that he will permit the Pullman Palace-Car Company, an entirely different concern, of course, to collect his rent and hold it out of his monthly carnings in the shops. Such a contract is undoubtedly victous and illegal, but since the party for whose benefit it is made can devise many plans for making its violation unpleasant, the terms are generally observed.

Wealthy Lancashire manufacturer, and of the woman who was the most intimate friend Herbert Spencer has ever known. Her mother was a woman of remarkable learning. Though giving birth to ten children (the only son died young and being the very competent head of her household, she had a profound knowledge of Greek and Latin, read her Bible in Hebrew, and was the chosen intellectual companion of George Eilot as well as of Herbert Spencer. She was, however, decidedly eccentric, one of her horrors being of any excess of flesh. She looked upon being fat as only short of being criminal, and declared it was impossible for her to either like or respect a person, who had any excess of adjoest tissue. It is said that no one ever saw a fat person in her house. She allowed herself and her children only a fixed of the woman who was the most not interpret head of the household, she had a profound knowledge of Greek and Latin, read her Bible in Hebrew, and was the chosen intellectual companion of George Eilot as well as of Herbert Spencer. She was, however, decidedly eccentric, one of her horrors being of any excess of flesh. She looked upon being fat as only short of the profound knowledge of Greek and Latin, read her Bible in Hebrew, and was the chosen intellectual companion of George Ei fat person in her house. She allowed herself and her children only a fixed number of ounces of food a day; having ascertained what weight of food was necessary to health, she was of the opinion that another mouthful more we mere grossness and not to be permitted. RUDDY AND BEAUTIFUL.

Whatever one may think of this theory it is certain that the nine daughter grew up tall, wholesome, ruddy, beautiful. They were all women of perior intellect and marked talents, and the eight elder sisters married men dis-tinguished in law, medicine, literature, and politics.

man or office-employee can afford to occupy.

For example: When the company had a piece of inside finishing on a parior-car to be done the local manager or one of the department bosses would estimate the time it would require to complete the work, and, allowing 25 cents an hour for the labor, would let out the contract to a gang of men, who could make more or less than the calculated wages, according as they worked, fast or slow. It will then be seen that the scale of wages might very easily be kept at 25 cents per hour, and the price offered for the work itself so reduced that the men could not possibly earn the pretended pay. It is necessary to understand these facts to appreciate the real grievance of the Pullman employees.

The first cut in wages came in November, 1836, when the company announced that on and after that date it would now now in the shops to earn of the check of the scale of these earnest and determined men.

finally putting on the garments of a working-girl, sought employment in the shops where undergarments were made. Her experiences were carefully noted, and she tried a week or ten days in each of four or five trades. At the end of her explorations she wrote a trenchant story of her axperiences, giving the exact facts and figures she had been able to accumulate, sent it to a leading review, and went away for a waiking-tour in Switzerland, to clear her mind and lungs of the foul airs and sights of the East-End sweating-shops. sweating-shops

ENGLAND AGHAST. "Her article was printed at once, and all England was aghast. Parliament took the matter up, and appointed a committee to investigate her charges, with the result that a whole series of laws were passed regulating the employment of labor by the "sweaters." Miss Potter returned next one came in February, 1834, when the scale of prices was so adjusted that the best workman was limited to 20 cents an hour, or \$2 a day. This, of course, was the maximum amount carned after February. The ordinary workman operating under the new schedule could not make over \$1.50 to \$1.75 per day, and the inferior mechanics and common laborers never at any time drew more than \$1.25 for ten hours' work.

It was at this time that the more than \$1.25 for the hours' work.

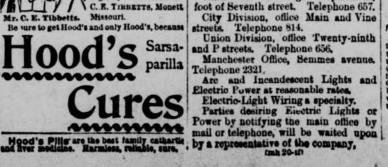
It was at this time that the more than \$1.25 for the hours' work.

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It was at this time that the more than \$1.25 for the hours' work.

timake over \$1.50 to \$1.50 pt day, and the inferior mechanics and common labores never at any time drew more than \$1.50 per cent. Burgosa as follows: Fifty per cent, Japanese, 55 per cent. Burgosa at largest and an an

troubled with a dui! feeling. I am employed by the St. Louis & Sat Francisco Railway and was out in all kinds of weather. I began to take Hood's Sarsaparilla, and after taking six bottles l felt perfectly well and great blood purifier and I gladly recommend it."





IDE SPECIAL.

The above cut represents the celebrated IDE "SPECIAL," fitted with the ELIPTICAL SPRING CHANKS, which makes hill climbing a pleasure instead of a burdee. Any tire or geat given on these wheels. Can be seen at WHITE & GIBB'S, 1714 east Main street.

V. HECHLER. Agent.

REDUCED PRICES!! BABY-CARRIAGES. ALASKA REFRIGERATORS.

Here is a chance to buy the celebrated WAKEFIELD CARRIAGE, of which we only have a very few, and the ALASKA REFRIGERATORS and ICE BOXES, acknowledged universally as the best, at exceedingly low prices.

A SPLENDID INVESTMENT FOR SMALL CAPITAL

FURNITURE, BEDDING, AND CARPETS.

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L. Z. MORRIS, VICE-PRESIDENT. R. A. PATTERSON, PRESIDENT. JAMES M. BALL, CASHIER,

THE SAVINGS BANK OF corner Eleventh and Main streets.

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Sums of \$1 and upwards received and interest allowed. Open daily from 9 A. M. to 3 P. M. Saturdays till 6 P. M. SuTu&Tb NEGOTIABLE PAPER DISCOUNTED.

SUMMER RESORTS. Fauquier White Sulphur Springs Hotel, Near Warrenton, Va., OPENS JUNE 15, 1894.

This is a modern brick hotel, thoroughly equipped with gas, electric-bells, hot and cold sulphur baths, bowling alley, billiard-room, tennis-court, and music morning and evening. First-class livery, with careful and experienced drivers, connected with hotel. For terms and circulars ad-JOHN E. BAKER, Manager, Fauquier White Sulphur Springs, Va.

MOUNTAIN-TOP HOTEL AND SPRINGS over Rockfish Gap, Blue Ridge Mountains, 2,000 feet above the level of the sea. Fine views, a delightful summer resort, cheap board, strong iron springs; u.any attractions to the invalid, pleasure-seekers, and families: of easy access. Address Messrs. MASSIE & CO., Afton, Va. my 11-3m

COBB'S ISLAND,

Virginia's seaside resort in the Atlantic Ocean?
Unrivalled for its surf-bathing and magnificent view of the ocean. Increase of hotel accommodations and other improvements. Those desiring plenty of shooting and fishing can find it at Cobb's Island. Moure: We will meet daily the 11:07 morth-bound and the 4:51 south-bound train at Cobb's Station, on the New York. Phila telpha and Norrok railroad. Passengers transferred to island by steamer. Terms: \$2.50 per day: \$12 per week; \$40 per month. For further information address.

COBB & SPADY. Proprietors.

These peake, Va.

my 20-5ymTu.F&Su24cm

my 29-5ymTu.F&8u234m

HOTELS, BOARDING HOUSES, &c. ABERDEEN HOTEL

Broadway and Twenty-first street, NEW YORK CITY.

respect. A quiet home-like hotel coovenient to all surface and elevated ratiways. One hundred large, well-ventilated rooms, singly or en suite.
Rates \$1 per day and upward. 19 18-2m

Clothing. Clothing. Clothing On Instalments. On Instalments.

HASKELL & HATTON. INSTALMENT CLOTHIERS.

We are determined not to carry any of our Spring Clothing over, and in order to make them MOVE we have made a DEEP CUT on all light weights. Our stock is still complete. Call early and get SUITED.

J. E. BECHER, MANAGER CLOTHING DEPARTMENT Haskell & Hatton, GENERAL HOUSEFURNISHERS, 429 EAST BROAD STREET. (le 3-Su,Tu&F)

STANDARD DAIRY CHOP touseed meal, linseed meal, mill feed, &c., mixed in such proportion as to insure the best results at the smallest cost. Price 90 cents per

100 pounds. MONTROSE, HENRICO COUNTY, VA. Monrage, Hinnico county, V. Messrs. Thomas S. Winn & Co.:

Messrs. Thomas S. Winn & Co.:

Gentlemen,—We have been feeding to our dairy cows your "Standard Dairy Chop" for the past month and find it to be a most economical and satisfactory feed, and cheerfully recommend it.

Troubled with a duit (Signed.)

Monrage, Hinnico County, V. Messrs. Thomas S. Winn & Co.:

Gentlemen,—We have been feeding to our dairy cows your "Standard Dairy Chop" for the past month and find it to be a most economical and satisfactory feed, and cheerfully recommend it.

(Signed.)

Messrs. Thomas S. Winn & Co.:

Gentlemen,—We have been feeding to our dairy cows your "Standard Dairy Chop" for the past month and find it to be a most economical and satisfactory feed, and cheerfully recommend it.

(Signed.)

For sale by THOMAS S. WINN & CO., No. 509 east Marshall street. 5yt-11mo

Phone 596.

Sold by Druggists and Country Stores. Price, Sold by D had a good appetite. ELECTRIC COMPANY.

Main Office and Light Department, foot of Seventh street. Telephone 657.



THE CARE, SKILL, AND EXPERIENCE necessary in fitting proper glasses to the eyes is apparent to every intelligent per-

IF YOU SUFFER WITH YOUR EYES do not allow would-be opticians 5:30 P. M. L. to trifle with them. It will save you a lot of annovance.

Our specialist, whose skill and ability in correcting vision is beyond question, will make a regular optical examination TRAINS LEAVE EIGHTH-STREET European Plan. Strictly first-class in every of your eyes and vision WITHOUT EXTRA CHARGE, and we furnish the ISFACTORY.

> RICHMOND OPTICAL Co., 115 EAST BROAD.

CHICKENS AND EGGS, AND HOW TO GET THEM.



It adds Greatly to the sowis Laying, and I have never seen a case of Gapes in young chickens when it was used. Now I would as soon do without sait in my food as to undertake to raise fowis without Polk Miller's Chicken Food.
WILLIS W. HORSON, Powhatan county, Va.

We buy it by the dozen boxes, and when my wife has a sick fowl of any kind "we make for those powders, and that is the last of it." It is an infallible remedy with us.

W. A. WILLEOY,
King William county, Va. Polk Miller's

" Victory

Poultry

I have used one nox, and found it very beneficial to young fowls. Have not lost any with Gapes since I commenced its use.

Miss Nellis Dings.

Mathews C. H., Va. It is a sure preventive of Capes, and we consider it ususpensable in our future efforts at "poultry rais-ter." Mus. L. H. GRAYBILL, Arch Mill. Botetourt county, Va.

It stopped cholera en-tirely among my fowls. Mrs. J. K. HANNAH. Pamplin's, Va. We have a thousand certificates like the

COURT ORDERS.

COURT ORDERS

UNITED STATES DISTRICT COURT,
EASTERN DISTRICT OF VIRGINIA.

TO WHOM IT MAY CONCERN:—
Take notice that by virtue of a writ of attachment issued out of the United States District Court Ciert's Office, at Richmond, Va., in the suit of John A. Curtis against the Schooner Clara Simpson, I bave attached the said Schooner Clara E Simpson, and on the 27th DAY OF JULY, 1894, said cause will be tried at the United States Court-Room, Richmond, Va., when and where all persons interested are cited to appear and interpose their cialms.

J. M. HUDGIN,
United States Marshal.
By G. W. DUESBERRY, Ju.,
Deputy,
MERREDSTE & COCKE, Prectors for Libellant,
IT 14-tiy771

Close connections at Atlanta for New Orleans and all points South and South-west; and at New Orleans, with the Southern Pacific and Texas points. No extra charge on "Vestibuled Trains."

ARRIVE RICHMOND.
ARRIVE RICHMOND.
No. 402, "Atlanta Special Vestibuled Limited Train," 6:40 A. M., daily.
No. 78. Mail and Express, 6:43 P. M., daily, except Sunday.
For tickets, Pullman reservations, etc., apply at ticket-office, Byrd-Street Station; Richmond Transfer Company's office, east Main street, JOHN H. WINDER,
General Manager.
T. J. ANDERSON,
General Passenger Agent.
H. M. BOYKIN. City, Passenger Agent.
H. M. BOYKIN. City, Passenger Agent.

BAILROAD LINES.

SCHEDULE IN EFFECT JUNE 24, 1894.
LEAVE RICHMOND, BYRD-STREET
STATION.

9:00 A. M. Daily-Richmond and Norfolk
VESTIBULE LIMITED—Arrive Norfolk II:25 A. M. Stops
only at Petersburg, Waverly,
and Suffolk. Second-class
tickets not accepted for passage on this train.

9:05 A. M. Daily, "THE CHICAGO EXPRESS," for Lynchburg, Roanoke, Bluefield, Pocahontas,
Kenova, Columbus, and Chicago, Pullman Buffet Sleeper
Roanoke to Columbus without
change; also, for Radford,
Bristol, Knoxville, Chattaneoga, and intermediate points.
Fullman Sleeper Radford to
Chattaneoga.

5:20 P. M. Daily, for Norfolk, Snffolk,
and intermediate stations. Arrive Norfolk 8:50 P. M.

11:50 P. M. Daily, for Roanoke, Radford,
Pulaski, and Bristol. Connects at Roanoke 7:10 A. M.
with Washington and Chattanooga Limited, Pullman
Sleepers Roanoke to Mamphia
and New Orleans. Dining-car
attached. Also, for Bluefield,
and Pocahontas; also, for
Rocky Mount and all stations
Winston-Salem Division.

PULLMAN PALACE SLEEPER between RICHMOND and LYNCHBURO
Addy for occupancy at 9 P. M.; also,
ullman Sleeper Petersburg to Roanoke.
Trains arrive Richmend from Lynchburg and the West daily 6:40 A. M. and
7:00 P. M. From Norfolk and the East,
11:55 A. M., and Vestibuled Limited 7:30
P. M.

R. W. COURTNEY,
District Passenger Agent,
W. B. REVILLE.

P. M. R. W. COURTNEY,
District Passenger Agent,
W. B. REVILL,
General Passenger Agent,
General office, Rounoke, Va. ap 24

A TLANTIC COAST LINE,

RICHMOND AND PETERSBURG RAIL-ROAD TIME-TABLE. Commencing SUNDAY, JUNE 24, 1894, at 8:50 P. M., trains on this road will run as follows: THAINS SOUTHWARD.

Leave Arrive Arrive 12 12 14 A.M. 1.40 A.M. Fast mail. 20 17.25 A.M. 1.40 A.M. Fast mail. 20 17.25 A.M. 1.40 A.M. Accommodation. 44 10.25 A.M. 11.65 A.M. Norfolk train. 462 16.00 A.M. 6.40 A.M. Atlanta special. 25 17.25 P.M. 8.29 P.M. N. W. Con Ch. 78 15.25 P.M. 8.29 P.M. N. W. Con Ch. 6.29 P.M. 7.50 P.M. Norfolk special. 46 16.29 P.M. 7.50 P.M. Norfolk special. 48 8.340 A.M. 9.45 A.M. Sunday accomen. 44 6.40 P.M. 7.37 P.M. Sunday accomen. *Dally.

STOPPING PLACES. Nos. 22, 45, 48, and 35 make no stops, No. 463 stops on signal at Reams, Stony Freek, Jarrats, and Belfield. No. 462 stops on signal at Drewry's, Centralla, Chester, Geams, Stony Creek, Jarratts, and Reisled. Nos. 23, 34, and 28 stop on signal at Manchester, Drewry's Centralla, and Central Central

NEW LINE TO ATLANTA, GA. Leaving Richmond at 12:21 A. M., daily nd arriving at Weldon at 2:28 A. M. nd at Atlanta at 5:09 P. M. via S. A. Through sleepers-Richmond to At-THE ONLY ALL-RAIL LINE TO NOR-

and II 50 P. M., and arriving at Richmond at \$27 A M., \$20 P. M., make close con-nection at Petersburg to and from Farm-ville, Lynchburg, and west. R. M. Si LLY. Superintendent. 12 T. D. MYERS, General Surf. T. M. EMERSON, Traffic Manager, ap 24



8:30 A. M. Locat train, except Sunday, fo

2:20 P. M. ng Cars.
7. Local Train, except lay, follows No. 1 from detesville to Goshen.

Va., for Virginia Hot

TRAINS LEAVE EIGHTH-STREET
STATION.

9:00 A. M. Dally, with Palace-Car for
Lynchburg and Clifton Forge,
Connects at Bremo, except
Sunday, for Rosney, at Lynchburg, dally, for the Southwest;
at Balcony, except Sunday, for
Lexington, and except Sunday) at Bessomer for Craig
City

5:00 P. M. Except Sunday, Local accom-modation for Gladstone, Va. TRAINS ARRIVE AT RICHMOND, BROAD-STREET STATION. 8.20 A. M. Daily from Cincinnati, 11:35 A. M. Daily from Norfolk and Old Point, 2:20 P. M. Daily, from Cincinnati and Louisville. 6:55 P. M. Daily, from Norfolk and Old 8:00 P. M. Except Sunday, from Clifton

TRAINS ARRIVE EIGHTH-STREET STATION. 8:45 A. M. Except Sanday from Glad-6:00 P. M. Daily, from Lynchburg and Clifton Forge. JOHN D. POTTS, ap 24 Division Passenger Agent.

SEABOARD AIR-LINE.

SCHEDULE IN EFFECT SUNDAY, JULY 8, 1894. No. 403. No. 23. Daily. Daily. 12:23 A.M. 9:05 A.M. Lv. Peters'bg (Union 12:55 A.M. 9:50 A.M. I have used one box, and Ly. Peters'bg (Wash-1:05 A.M. 10:00 A.M. 2:38 A.M. 11:51 A.M. 4:10 A.M. 1:30 P.M. Ar. Durham Ar. Raleigh 5:17 A.M. 3:29 P.M. Round-trip tiexets, lim
Lv. Raleigh 5:22 A.M. 3:29 P.M. Round-trip tiexets, lim
Ar. Southern Pines 7:20 A.M. 5:49 P.M. Steerage fare, with a
Ar. Hamiet 7:34 A.M. 6:45 P.M. Steerage fare, without a Ar. Charleston . 2:30 P.M. 8:27 A.M. 7:45 P.M. 9:22 A.M. 8:40 P.M. Ar. Charlotte ... 0:00 A.M. 9:45 P.M. Lv. Monroe Ar. Chester Ar. Clinton Ar. Greenwood 9:37 A.M. 10:51 A.M. 12:04 P.M. 12:48 P.M. Ar. Augusta 3:35 P.M.

No. 23 makes all local stops, Connects at Raleigh with Piedmont Air-Line for Asheville, N. C., and all intermediate points on the Western North Carolina railroad.

No. 43. "Vestibuled Limited Train."
Buffet Sleepers Richmond to Atlanta, Close connections at Atlanta for New Orleans and all points South and Southwest; and at New Orleans, with the Southern Pacific and Texas and Pacific railroads to all Texas points. No extra charge on "Vestibuled Trains."

ARRIVER RICHMOND

4:09 P.M.I

Ar. Atlanta .

RAILEOAD LINES. RICHMOND, FREDERICKSBURG MAC RAILROAD 12:00 M.

7:05 P. M.

6:53 P. M. Arriv

12:15 A. M.

6:17 A. M. Leaver 6:20 P. M. L. 6:04 P. M. A

> SOUTHERN RAILWAY (Piedmont Air-Line).

BICHMOND & DANVILLE and NORTH CARO-LINA BRUSIONS, CONDENSED SCHIEDULE,

12:40 P M. I

OHIO RAILWAY TRAINS ARRIVE AT RICHMOND

YORK-RIVER LINE, VIA WEST POLYT THE PAVORITE COURSE NAMED

LEAVE RICHMOND. TRAIN No. 16, U.S. I

DEPARTURE OF STATE VIRGINIA NAVIGATIO

Cabin fare vin thesapeane railway and Richmond ac burg railroad (tickets in four days). Round trip tickets (limited days). Tickets can be obtained Transfer Company's, for east Chesapeake and Onto and I Petersburg depots, and at a office, 1301 Main street, and etts. Freight forwarded and the lading issued for points

lading issued for points

York.
Freight received daily until 5 P.
Pansengers leaving Richmond
DAYS. TUESDAYS. William
THURSDAYS. and SATUHDAY
Chesapeake and Onlo rainway
port News at 5 P. M., and by mond and Petersburg Railway
(same days) at 9 A. M., will simple those days.

GEO, W. ALLEN & CO., Ag the
ap 24 and company's wharf. Rowells. PHILADELPHIA, RICH SEC MOND, AND NORFOLK

Appointed sailing days: Every Tibel DAY and FRIDAY at 1 P. M. and construction of the sailing house steamers received this and and Freight for Tuesday's and Freight received daily until 5 P. M. Saturday's steamer this P. M. Saturday's steamer this P. M. Saturday Sunday's steamer this P. M. Saturday Sunday's steamer this P. M. Saturday Sunday's steamer this P. M. Saturday Sunday Saturday until 5 P. M. Saturday Sunday Saturday and Saturday Sunday Saturday Satu

General Southern Agent, office Reserved W. P. CLYDE S. C. B. General Agents, Philadelphia

STEAMSHIP COMPANY.